

RUNAWAY GATES ON BRIDGE STOP SPEEDING AUTO

Bicycle Policeman, Outdistanced in Chase, Traps Scorchers with His Signal.

35-MILE-A-HOUR GAIT.

Prisoners Say They Were Celebrating Because Employer Found Lost Children.

Runaway gates, hurriedly set on the Williamsburg Bridge to-day ended an exciting chase during which Bicycle Policeman James Finn pursued for many blocks a flying automobile in which Arthur McMillan of No. 399 East One Hundred and Forty-fifth street and Reginald Kelly of Plainfield, N. J., came through Brooklyn at thirty-five miles an hour.

Both men were locked up at the Clynier street station charged with violating the motor vehicle law and with intoxication. They said in their defense that their employer, Louis C. Howard, Manager of the American Automobile Company, had lost his two children yesterday afternoon, and that after helping find them they were so overjoyed that they went out to Coney Island to celebrate.

Finn first saw the men coming along Eastern Boulevard near Prospect Park. He whistled for them to stop, but they set out the speed accelerator and swept on. The policeman put on his best speed and went after them. He saw them jump over Fulton street, just grazing a car that carried twenty persons, and then head for Williamsburg Bridge. Finn took a short cut to beat them to the bridge.

As he went around a corner he fell from his machine and lost all chance to overtake the automobile. But he was a wily cop, with much experience, and he went to the signal box at the Bridge approach and sent a signal to close the roadway gates on the bridge. The Bridge watchman, thinking a runaway was coming, snapped the gates over and the machine had to stop.

Then the two men were taken to cells to await the action of the Magistrate.

THREE LEADERS IN BRONX BOROUGH OUT OF TAMMANY

Michael Garvin Relapses Into Regularity Again and Keeps His Leadership.

It was announced to-day at Tammany Hall that the insurrection in the Bronx is over for the present. Eugene McGuire, leader of the Thirty-second Assembly District, William E. Morris of the Thirty-fifth, and Arthur H. Murphy of the Thirty-fourth are no longer members of the Executive Committee of Tammany Hall. Michael Garvin, the fourth insurgent, has had a relapse into regularity. He will stick to his leadership.

A committee consisting of Assistant Corporation Counsel Richard H. Mitchell, Jerome H. Davis, Nathan Levy and ex-Senator George Schultz tried to get Arthur H. Murphy to maintain his leadership. Arthur Murphy, however, refused to see Charles F. Murphy. Then the committee, representing the Jackson Club, asked Charles F. Murphy if Water Register Stephen Nugent were acceptable to Fourteenth street as the successor to Arthur Murphy.

Charles F. Murphy said it made no difference to him who was selected, but he suggested that as Mr. Nugent is under civil service he might not be happy as a leader. The situation in the Thirty-fourth appears to be up in the air.

William E. Gibson may succeed Eugene McGuire in the Thirty-second. Mr. Morris, who is an officer of the Sixty-ninth Regiment, has gone to Texas to observe the army maneuvers, and before he left he said he didn't think the idea about what his people were going to do.

LEGISLATORS WIND UP HEARINGS ON CHARTER.

Any One Having Further Objections Will Have to File Them in Albany.

The Joint Cities Committee of the Legislature concluded to-day hearings on the proposed city charter. The closing session was devoted to hearings on the provisions affecting the Building Bureau and the proposal to create the office of City Architect.

Senator Cullen announced that persons having objections to make against the proposed charter legislation would now have to file their objections with the Joint Legislative Committee at Albany.

The committee to-day gave particular attention to the Board of Examiners, to which appeals are made from the decisions of the Building Superintendent.

The Gaylor charter proposes making these appointments subject to the approval of the Mayor. This feature was strongly objected to by William Butler of the Building Trades Employers' Association.

E. D. Litchfield of the American Institute of Architects objected to the broad powers that are given the City Architect.

YOUTHFUL SINGER HEARD IN PUBLIC FOR FIRST TIME



Isabelle G. Wright, daughter of William J. Wright, Deputy Commissioner of the Department of Correction and Tammany Hall leader of the Twenty-first Assembly District, is the youngest of the many pupils of Prof. S. Constantino Yon. She made a first appearance in public recently and was much praised for her voice. Her teacher predicts a musical future for her. Miss Wright is seventeen years old. Up to last February she was a student at the Convent of the Sacred Heart.

SLAPS COURT CLERK WHO CALLS 'LIAR' AFTER CHALLENGE

Attorney Ridman Says He'll Do It, and Does, Right in the Hall of Justice.

When a little bit of a court clerk calls a great big lawyer a liar and the big lawyer invites the little clerk to come down off the bench and see what he'll get for casting aspersions on a big lawyer's veracity, it would occur to most minds that the wisest thing for the little clerk to do would be to decline the invitation.

But James J. Boyle, clerk of the Seventh District Municipal Court, Pennsylvania avenue and Fulton street, Brooklyn, accepted the challenge of Attorney Benjamin B. Ridman of No. 90 Gates avenue, and walked right up against Mr. Ridman's fist. Mr. Ridman just slapped Boyle once, but there were more than two hundred pounds back of that slap, and Clerk Boyle lay flat on the floor and remained there.

The court room throng (no judge was present) called upon Boyle to get up and resent the slap. He refused and hugged the floor till a policeman came in and arrested the big lawyer. Ridman was arraigned before Magistrate Geisman in the New Jersey Avenue Court. The attorney said he had asked Boyle for a check that had been left with him for a client as settlement in a suit in which Ridman appeared as attorney.

Another lawyer had a claim on the same check, said Ridman, and Boyle told Ridman that he would have to get a City Marshal to appear with him when the check was delivered.

Ridman went out to get the marshal and while he was out the other lawyer came in and got the check. Ridman accused Boyle of favoritism, and made disparaging remarks on the way the court was run. Then Boyle called him a liar, which led to the big slap.

Ridman admitted the slap, and Magistrate Geisman held him in \$500 bail for trial in the Court of Special Sessions. The lawyer furnished a bond and was released.

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RAILROADS RUSH DEVELOPMENT OF OUTSIDE FARMS

Big Lines Work to Increase Richness of Land Over Radius of 100 Miles.

FOR NEW HOME SITES.

Projected City Subways Will Cover Territory Suited Only for Flat Builders.

Railroads entering New York are developing a wide campaign for drawing city dwellers to outlying farms. Acreage over 100 miles from Manhattan is being peopled with farmers of the small kind. Places of one to five acres are covering territory which has been only partly productive.

As a result, farm buying has become the prominent feature in the spring rush of home expansion. Flat dwellers are looking for farms in all directions. And the movement is embracing all classes of families, for those in affluent circumstances are seeking pretentious country estates. Acreage available for such uses is rising in value on account of increasing demands. A large volume of private capital is flowing into the improvement of the new farms and rural estates.

Opening Outer Zones. All of the large railroads have organized departments for promoting the suburban movement. They are working independently of the rapid transit subway situation in the Greater City because they are prepared to furnish transportation for expansion into sections beyond the zone of any subway system which the city has projected.

The new movement is based on the steadily spreading tendency of small home owners rather than upon conditions in the more congested population centers. The new rapid transit subways will be adapted for serving almost exclusively a flat-house territory, and flat builders are expected to extend their operations over practically all of the country which will be opened by the new lines, but the railroads, on the contrary, are opening outer zones which are to become the new outlying suburbs of the metropolis.

Prove Richness of Land. The most unattractive parcel of land on Long Island can be converted into rich, fertile soil, capable of producing every species of vegetable, fruit, forage and flowering plant common to the temperate zone, said Ralph Peters, President of the Long Island Railroad, yesterday. "To prove this, an eight-acre plot of waste land at Wading River on the North Shore was purchased by the railroad company and given over to H. B. Fullerton, an agricultural expert, for cultivation. In six-four working days, the property at Wading River—more than seventy miles from the metropolis—was cleared of stumps, boulders and trees. A year later the farm produced 300 varieties of plant growth.

"Delighted with the results of this experiment, the Long Island Railroad decided to extend its agricultural work. Another tract of so-called scruboak waste was secured at Medford, on the South Shore, at which place Mr. Fullerton met with equal success.

"After these demonstrations real estate operators are exploiting the advantages of the small farm. One enterprising firm recently acquired 40 acres near Bay Shore. The land was cleared, divided into areas of one, two and three acres and over a hundred one-acre plots have been disposed of to prospective farmers. A unique feature in connection with this particular development is a farm school conducted on the property, in which methods of scientific farming are taught.

Nearness to Markets Aids. "Agriculture has contributed largely

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DR. LAIDLAW SAYS POPULATION MUST GO TO SUBURBS



He has prepared exhaustive statistics for the Research Bureau of the Federation of Churches to show the need of rapid transit lines to cheaper lands.

Long Island's prosperity in the past and there is the good reason why it should not become a still more potent influence in the future," announced the Pennsylvania Railroad in a bulletin issued this week. "Nearness to a great market puts an extra premium in the pockets of farmers, and a few acres of potatoes, a strawberry patch, a few beds of flowers, a flock of poultry—anything the owner knows how to manage well—will soon pay for a home.

"On Long Island one and two-acre farms are supporting hundreds of families to-day, yet Nassau and Suffolk counties—both in close proximity to the world's greatest mart, New York City—contain over 400,000 acres of undeveloped land."

Co-Operative Idea Spreads. Community farming is being adopted by the large development companies in all parts of the outlying zones. They maintain organizations through which the small farmers may co-operate and thus reduce costs and individual labor. In New Jersey the Erie Railroad is leading in its exploitation of farm and country estates. It has also an immense territory of small suburban home towns. It has increased its number of daily commuters to over 45,000.

The Lackawanna and the Central Railroad of New Jersey are beginning a lively competition to place themselves upon even terms with the Erie. Their expense of country, however, is only a small fraction of that covered by the Erie lines.

The New York Central Railroad reported yesterday that the farm movement along its lines had assumed record-breaking proportions. Within the metropolitan commuting zone, however, the land is becoming too costly for ordinary farms. It is passing to expensive country places. But there is a large farm area still available along the outer zone of the forty-mile radius covered by the new electric suburban transit system.

Northward Move Grows. The New Haven Railroad is conducting its farm and country bureau in conjunction with the Boston & Maine Railroad and other New England lines in Boston. Its new Westchester & Boston suburban line, however, is promoting the territory between Manhattan and New Rochelle.

The road is being completed fast along that stretch. Much of it is promised for operation around the first of the year. Builders close to its tracks are conducting a lively campaign. Their work is dotting the country with dwellings of more than average cost. Land is rising in value and indications point to a rapid filling of the section with a population of the wealthy class.

A few miles north of the new line is a rich farming country. It is a

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BANISH WOMEN USHERS IN THEATRES, HIS DEMAND.

Chicago Alderman Says They Would Be the First to Start a Panic in Case of a Scare.

CHICAGO, May 20.—Alderman Frederick Britten believes women ushers in Chicago theatres are a menace to the theatre going public and urges the passing of an ordinance to compel the services of men. In giving his reasons to the Council Committee on Buildings yesterday he said:

"Take ten or twelve good-looking women, between twenty and twenty-three years old. Would you want any better material for starting a panic? At the first scare they would scream, and before the scream had died away they would be rushing to the exits, climbing over seats or over anybody that happened to get in their way. Their fright would be all that would be necessary to start every one in the audience fighting to get out of the theatre."

DR. WALTER LAIDLAW

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